## AMENDMENTS TO THE SPECIFICATION

**Please add the following headers immediately after the title on page 1:**

BACKGROUND OF THE INVENTION

1. Field of the Invention:

**Please add the following header immediately after line 4, page 1:**

2. Description of Background Art:

**Please replace the paragraph beginning on page 1, line 5, with the following rewritten paragraph:**

In recent years, 4WD vehicles have become popular as ~~a~~ town-use ~~car~~ cars and recreational ~~vehicle, and there~~ vehicles. There are a number of occasions for driving on paved roads as well as off ~~roads~~ road such as on a muddy road.

**Please add the following header immediately after line 13, page 1:**

SUMMARY OF THE INVENTION

**Please add the following paragraph and header immediately after line 11, page 2:**

Further scope of applicability of the present invention will become apparent from the detailed description given hereinafter. However, it should be understood that the detailed description and specific examples, while indicating preferred embodiments of the invention, are given by way of illustration only, since various changes and modifications within the spirit and

scope of the invention will become apparent to those skilled in the art from this detailed description.

BRIEF DESCRIPTION OF THE DRAWINGS

**Please add the following header immediately after line 21, page 2:**

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

**Please replace the paragraph beginning on page 3, line 17, with the following rewritten paragraph:**

The above-mentioned tread edges E are defined as the axial outermost edges of the ground contacting region of the tread surface under the undermentioned standard loaded condition. The standard loaded condition is that the tire mounted on a standard rim and inflated to its normal inflation pressure is loaded with its standard load. The standard rim is a rim specified in the standard with which the tire is required to comply, such as the "standard rim" in JATMA, "Design Rim" in TRA, "Measuring Rim" in ETRTO, etc. Similarly, the normal inflation pressure means the "maximum air pressure" in JATMA, the "maximum pressure" given in the "TIRE LOAD LIMITS AT VARIOUS COLD INFLATION PRESSURES" table in TRA, the "INFLATION PRESURE" in ETRTO, etc. The standard load is the "maximum load" ~~capability2~~ capability in JATMA, the "maximum load" given in the "TIRE LOAD LIMITS AT VAROUS COLD INFLATION PRESSURES" table in TRA, "LOAD CAPACITY" in ETRTO, etc. If the tire is for passenger cars, the normal inflation pressure is 180 Kpa, and the standard load is 88 % of the standard load. Further, the normally inflated unloaded condition is defined

such that the tire is mounted on the standard rim and inflated to the normal inflation pressure, but loaded with no tire load. Hereinafter, various dimensions of the tire refer to those in the normally inflated unloaded condition of the tire, unless measuring conditions are specifically defined.

**Please add the following paragraph immediately after Table 1, page 13:**

The invention being thus described, it will be obvious that the same may be varied in many ways. Such variations are not to be regarded as a departure from the spirit and scope of the invention, and all such modifications as would be obvious to one skilled in the art are intended to be included within the scope of the following claims.

## AMENDMENTS TO THE ABSTRACT

Please substitute the following paragraph(s) for the abstract now appearing in the currently filed specification. A marked-up copy of the Abstract has been provided below. A clean copy of the Abstract has been provided on a separate sheet.

## ABSTRACT OF THE DISCLOSURE

A pneumatic tire ~~comprises~~ includes a tread portion provided with shoulder blocks in a row along each tread edge~~, the~~. The shoulder blocks are provided in a row divided by a circumferential groove and first shoulder grooves and second shoulder grooves~~, the~~. The first and second shoulder grooves ~~alternating~~ alternate in the tire circumferential direction and each ~~extending~~ extend from the circumferential groove to the tread edge~~, wherein a~~. A circumferential width (WLo) of the first shoulder groove at the tread edge is larger than a circumferential width (WSo) of the second shoulder groove at the tread edge ~~and the~~. The ratio (WLo/WSo) of the circumferential width (WLo) to the circumferential width (WSo) is larger than a ratio (WLi/WSi) of a circumferential width (WLi) of the first shoulder groove to a circumferential width (SWi) of the second shoulder groove, each measured at the circumferential groove.